



SCOPE OF ACCREDITATION TO ISO/IEC 17025:2017

P3T LAB – POLYURETHANE PHYSICAL PROPERTY TESTING LABORATORY

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MECHANICAL

Valid To: March 31, 2025

Certificate Number: 2050.01

In recognition of the successful completion of the A2LA evaluation process, accreditation is granted to this laboratory to perform the following tests on polyurethane foam (flexible and semi-rigid), foam / fiberglass laminated boards and foam / fabric laminated rolls:

Table with 2 columns: Test Description and Test Method(s). Rows include Abrasion (Taber Method), Adhesion, and Aged Load Loss with their respective test methods.



| Test(s): | Test Method(s): |
|---|---|
| Aged Weight Loss | ESB-M2D297-A4 (3.13); MS-AY 352 |
| Air Permeability | AS 2282.14; ASTM D737, ASTM D3574 (G); GMW 16750 (3.4.3); HES D6506-00 (5.17); ISO 7231, 9237; JIS K6400 (13); Toyota TSL 2107G (4.1); MS-AY326; TSM 7100G (4.15); BSDM 7100 (4.15); TSK 6712 (6.1.13) |
| Ash Content | AS 2282.16; ASTM D586 2019, ASTM D1278 (14-17); Fiat 7.M8300 (1.10) |
| Ball Rebound | AS 2282.11; ASTM D3574 (H); ESB-M2D221 (3.17); ESX 83218 (4.15); FM-LOS-ST-10-6-01E (4.7.5); GMW14093 (3.2.3); ISO 8307; JASO B 408-89 (6.7); JIS K6400 (9), JIS K6401 (2); MÊS MN210 (5.9); MS 200-34 (4.10) NES M0086; Toyota TS Tech Honda (4-6); TSM 7100G (4.7); BSDM 7100 (4.7); Volvo STD 1024.1311; WSS-M15P6-D (3.7), WSS-M8P16-B (3.10.3) |
| Cell Count | AS 2282.5; WSD-M2D243-A2 (3.5.8), WSD-M2D243-A4 (3.5.8), WSD-M2D243-A5 (3.5.8); WSS-M2D491-A1 (3.5.8) |
| Circular Modulus | Toyota TSL 2104G (4.8) |
| Cleanability | Chrysler LP-463KC-04-01 (Procedures 1 and 2); GM6291M (3.1.2 Withdrawn February 2003) ¹ ; FLTM BN112-08 |
| Coefficient of Friction | ASTM D1894 |
| Coefficient of Linear Thermal Expansion | Toyota TSL 3616 (6.2.9); TSM 5725G (7.3.2.3), TSM 5754G (4.8), TSM 6729G (5.8), TSM 5743G (7.2.1); HTSL3616 (6.2.9) |

| Test(s): | Test Method(s): |
|------------------------------------|---|
| Cold Cracking | Fiat 9.03138 (2.15.1); GMW14093, GMW14127; Toyota TSF 6250 (7.7); BSDA 1250 (7.8); TSK 7707G (6.12); WSS-M99-P29-A (3.4.3.2), WSS-M15P32-D (3.7.3); DBL 5306 (7.3), DBL 5471; LP -463KB-28-01 (Method B); SAE J323; Fiat MS13474; Honda 7060Z-SDN-A000 (5-21) |
| Cold (Low Temperature) Flexibility | ASTM D1056 (Section 57-61), Suffix F1, F2, F3; ESA M4D57-A (3.1.8), ESA M4D200-B (3.1.8); ESF-M4D155-A (3.8); ESH-M4D291(3.1.8); Fiat 7M8300 (1.9), 9.03138 (2.15.2)); FLTM BN 102-01; Honda 7426Z-S3V-A000 (4.2.5); MS-AY 301, MS-AY 303, MS-AY 326, MS-AY 349, MS-AY 350, MS-AY 355, MS-AY 545; MS-AY 358 (4.2.1); WSS M15P2-C; M99-P32-A (3.10); DBL 5455 (4.9) |
| Cold Fold | LP-463KB-28-01, Method A |
| Cold Resistance | MS-AY 310; TSK 7707G (6.5, 6.13) |
| Color | SAE J1767; VW 50190; ISO 105-A05; LP.7M029(A); ASTM D2244 |
| Compression and Recovery | ESB-M17H93-C2, ESB-M17H93-C3, ESB-M17H93-C4 (3.4.9) |
| Compression, Recovery, Extrusion | ASTM D545, ASTM D1752, ASTM D5249, ASTM D7174 |
| Compression Deflection Stress | ISO 3386-1, ISO 3386-2 |
| Compression Force Deflection | ASTM D1056 (17-22, 35-42), ASTM D3574 (C); BS 4443-2-7; DIN 53577; ESX 83218 (4.4, 4.7); ISO 844, 6916-2 (Annex B); JIS K6400 (Annex); Kia MS200-34 (4.7, 4.8); Renault D47 1003; Toyota TSK 6712G (6.1.2); TSM 6716G (4.8.2, 4.8.3), TSM 7100G (4.3, 4.4); BSDM 7100; Fiat 50423 (2) |

| Test(s): | Test Method(s): |
|------------------------------------|--|
| Compression Load Deflection Change | ESB-M2D221 (3.5.2); FLTM BO 13-2 |
| Compression Ratio and Recovery | TSL 5100G (4.27) |
| Compression Set | AS 2282.9; ASTM D1056 (50-56), ASTM D3574 (D), ASTM D3575 (B); BS 4443-1-6A; DIN 53572; ESX 83218 (4.9); Fiat 7M8300 (1.6), Fiat 50423 (3.1); FLTM BN 115-07; FM-LOS-ST-10-6-01E (4.7.6); Honda 7426Z-S3V-A000 (4.3.3); Hyundai MS-200-34; ISO 815-1, ISO 1856, ISO 6916-2 (Annex D); JASO B 408-89 (6.9); JIS K6301 (10), JIS K6400 (7); MES MN210 (5.7); NES M0086 (8); NHK-00-045A; Renault D45 1046; Toyota TS Tech Honda (4-8-1); TSK 6712G (6.1.5.1); TSM 5725G (7.1.2.3), TSM 5743G (7.1.2), TSM 7100G (4.8); Volvo STD 1024.1111; BSDM 7100 (4.8.1) |
| Compressive Strength | ASTM D1621 (A), ASTM D3575 (D); DIN 53421; FLTM BO 115-08; PV 3919; TSL 3608G (4.7); TSM 5725G (7.1), TSM 6729G (5.6), TSM 5743G (7.1.2) |
| Conditioning | AS 2282.1; ASTM D3574 (6); ISO 2231; GMW3221 (A & B); BSDM 7100 (3.1) |
| Crease | GM9201P; LP-463KB-32-01; WSS M8P3 (3.29.1), WSS M8P18 (3.13.2) |
| Curling | GMW4089; WSS-M8P18-A1/A2/A3/A4 (3.19), WSS-M8P30-A (3.11); TM-6001 (3.6.4.11) |

| Test Description | Test Method(s) |
|-----------------------|--|
| Density | AS 2282.3, -4; ASTM C271/C271M, ASTM D1056 (61-66), ASTM D1622, ASTM D3574 (A), ASTM D3575 Suffix A (B); BS 4443-1-2; ESX 83218; FLTM BN106-01; FM-LOS-ST-10-6-01E (4.7.1); Fiat 7M8300 (1.14); HES D6506-00 (5.1); Honda 8330Z-SDCA-A000 (4.2.1), 7426Z-S3V-A000; Hyundai MS-200-34; ISO 845; DRRR; JASO B 408-89 (6.1); JIS K6400 (5); MES MN 210 (5.7); NES M0086 (4); NHK-00-045A; Renault D45 1045; Toyota TS Tech Honda (4-1); TSK 7707G (6.1), 6712G (6.1.1); TSL 3608G, (4.3); TSM 5725G (7.1.2), TSM 6729G, TSM 7100G (4.1), TSM 5743G (7.11); Volvo STD 1026.6122; Fiat 50423 (3.3); BSDL 2603 (5.3); BSDM 7100 (4.1) |
| Dimensional Stability | ASTM D2126, ASTM D3574 (K), ASTM D3575 Suffix S; DIN 53424 (3); GMW4217, 15725; Honda 98M-8320Z-S84-0000 (5.23), 7060Z-SDN-A000, 8320Z-SDA-000; HTSL3616 (6.2.7), (6.2.8) ISO 2796; 17130; MS DC600 (Table 3.8); NES D6505 (5.25, 5.26), NES M0086 (9); SAE J315 (3.15), SAE J883; Toyota TL 52685 (8.5); TSL 2104G (4.5), TSL 3616 (6.2.7, 6.2.8); TSM 5725G (7.3), TSM 6729G (5.7), TSM 5743G (7.2.2); WB 0001 (3.3.1); WSK-M2D419-A(3.4.4) |

| Test Description | Test Method(s) |
|---------------------|--|
| Dry Heat Aging | ASTM D3574 (K), ASTM D1056 (35-42), ASTM D573; Chrysler LP-463LB-13-01; LP-463CB10-01; ESX 83218 (4.4a); Fiat AUTO 9.03139 (2.12.2), 7M8300 (2.3); GMW14358, 14196 (3.8.2); Honda 98M-8320Z-S84-0000 (5.2); 7060Z-SDN-A000 (5.2); HTSL 3616 (6.2.4), (6.2.6); ISO 2440; TP-0000706; Kia MS200-34 (4.4); Toyota TSF 6250 (7.6), 7754G (5.6)(5.8.2); BSDA 1250 (7.7); TSK 7707G (6.10), TSK 6712G (6.19); TSM 7100G (4.11); BSDM 7100 (4.11); TSL 5100G (4.17), TSL 3608 (4.8), (4.13); Volvo STD 1027.2221 |
| Effect of Liquids | ASTM D896, ASTM D543; GMW15725 (4.7), 14334; ISO 1817 (7.2, 7.3, 7.4) |
| Environmental Aging | AS 2282.10; Chrysler 463LB-12-01; Fiat AUTO 9.03137 (2.14.2), Fiat AUTO 9.03138 (2.14); GMW15725 (4.3), GMW3232, GMW14124 (Cycles: H, M, N, P, Q, R, S, T, W); Honda 98M-8320Z-S84-0000 (5.4); FLTM BO 040-01; ISO 2440; Ford SK-M98D9736-A; WSS-M99-P29-A (3.4.7), B (3.2.5), WSS-M99P32-E2/E3/E4/E5/E6 (3.3.15.1), (3.3.15.2): F2/F3/F4/F5 (3.3.15.1), (3.3.15.2); WSS-M99P48, WSS-M15P32-D (3.7.1), (3.7.2); Toyota TSF 6250G (7.4), TSF 7754G (5.8); TSL-3608G(4.14) BSDA 1250 (7.4); TSM 5725G (3, 4, 5, 6), TSM 7100G (4.10), TSM 6729G (5.6.2, 5.6.3, 5.6.4, 5.6.5, 5.6.6); BSDM 7100 (4.10); TSK 6712G (6.1.11, 6.1.12) |

| Test Description | Test Method(s) |
|---|---|
| <p>Fatigue Resistance</p> <p>by Roller Shear</p> <p>by Constant Force Pounding</p> <p>by Static Force</p> <p>by Constant Deflection</p> | <p>AS 2282.12 (Method B); ASTM D3574 (I2); FLTM BO 12-4;</p> <p>ASTM D3574 (I3), ASTM D1564; ESX 83218 (4.10); Honda 7426Z-S3V-A000 (4.3.4), 8330Z-SDCA-A000; Hyundai MS-200-34 (4.10); ISO 3385; JASO B 408-89 (6.8); JIS K6382, K6400 (8); NES M0086 (11); NHK-00-045A Toyota TS Tech Honda (4-7); TSK 6712 (6.1.8); TSM 7100G (4.9); BSDM 7100 (4.9);</p> <p>AS 2282.12 (Method A); ASTM D3574 (II);</p> <p>ASTM D3574 (I5);</p> |
| <p>Flammability</p> | <p>CAL 117, Vertical Burn & Smoldering, CAL 117-2000, Section A, Part I, Vertical Burn; CAL 117-2000, Section D, Part II, Smoldering; TL 1011; UFAC – 1990 (Part A); UL 94 (except section 10, Radiant Panel Flame Spread Test); NFPA 260</p> |

| Test(s): | Test Method(s): |
|-------------------------------|---|
| Flammability, Horizontal Burn | ASTM D5132; TSD No. 302 DIN 75200; ES-E97B-1011014-AA; ESX 60410; FIAT AUTO STD 7-G200; FLTM BN 024-02; FM-LOS-ST-10-6-01E (4.7.7); FMVSS 302, DBL 5307; GB 8410; GM 9070P (Withdrawn September 2011) ¹ ; GMW3232; HES C206-99 (A), HES D6003; ISO 3795 MS.90095; JIS K6400 (12); Kia MS300-08; MES CF 050; MS JP 9-4; NES M0094; PV 3357; Renault D45 1333; SAE J369; Toyota TSM 0500G, 0504G (A); BSDM 0500; HTSM 0500G; Volvo STD 5031.1, 104-0001; VW TL 1010 |
| Flexibility | ESB M2D221 (3.5.3), M2D243-A (3.3.8.2), M2D297-A4 (3.12), M4D113 (3.4.2), M4D262-C (3.4.2), M17H93 (3.4.3); FLTM BN 102-01, BO 012-01; M17H93-C7 (3.6.6) |
| Flexural Modulus | ASTM C203, D790 (A); DIN 53423; GMW14278 (4.4); Honda 8320Z-SDA-0000 (6.17), 98M-8320Z-S84-0000 (5.21), 7060Z-SDN-A000 (5.11), 8460Z-TX6-0000 ISO 178; ISO 14125; JCI-OHS-028; HTSL3616(6.2.5) SAE J949; TSL 3608(4.5), TSL 3616 (6.2.5) |

| Test(s): | Test Method(s): |
|---|---|
| Fogging | Chrysler LP-463DB-12-01; DIN 75201; ISO 6452; GMW3235; FM-LOS-ST-10-6-01E (4.7.9); NES M0086; Renault D 45 1727; PV 3015; SAE J1756; Toyota TSM 0503G; BSDM 0503; HTSM 0503G; Volvo STD 1027.2711, STD 1027.2719 |
| Amine Fogging Composite | TSL 2606G (5.32.3), TSL 5702G (6.12.2), TSL 5100G(4.3.1) TSM 0503G; NES M408 |
| Friability | ASTM C421 |
| Gloss | ASTM D523; LP.7M032(A) |
| Heat Aged Weight Loss | Honda 7426Z-S3V-A000 (4.2.6); MS-AY 352 (Table 1) |
| Heat and Humidity Discoloration Resistance | Chrysler LP-463LB-13-01; GMW14196 (3.8.2), GMW 15725 (4.3, 4.5.1); NES 8700 NDS00 (12.1.1); PV 3959 |
| Hemmed Spot | TSL 2105G (4.17) |
| Humidity Aging | ASTM D2126, ASTM D3574 (J1, J2) (L); BSDA 1250 (7.5); FLTM BO 12-1; GMW14357, 14729 Option B, GMW 14444 (4.4.10); ISO 2440; JASO B 408-89 (6.11); JIS K6400 (2); Renault 1637; Toyota TS Tech Honda (4-8-2); TSK 7707G (6.11), TSK 6712G (6.1.10); TSL 3616(6.2.4), TSL 3608 (4.9); TSF 7754G (5.7) (5.8.3), TSF 7754G (5.19); TSM 7100G (4.8); BSDM 7100 (4.12), BDSM 0502 (4.18) Volvo STD 1027.2421; Honda 7060Z-SDN-A000 (5-3) |
| Hydrolytic Stability | GM9231P (Withdrawn May 2017) ¹ |

| Test(s): | Test Method(s): |
|--|---|
| Hysteresis Loss of Foams | ASTM D3574 (N); JASO B408-89 (6.3); JIS K6400 (Annex); Toyota TS Tech Honda (4-3-5); TSM 7100G (4.3); MES MN210(6.2) BSDM 7100 (4.3); TSK 6712G (6.1.2.2); PV 3427; D45 5128; FLTM BO 121-01 |
| Hot Creep | Honda 7060Z-SDN-A000 (5-5); TSK 6712G (6.3.8.2) |
| Ignitability of Upholstered Furniture | SN EN 1021-1, -2; ISO 8191-1, -2; ISO 7176 |
| Indentation Force Deflection | AS 2282.8; ASTM D3574 (B1, B2); BS 4443-2-7; DIN 53576, 53579 (T1); ESX 83218 (4.7); FIAT Auto STD 7.M8300 (D/1), MS 50430/02; FLTM BO 12-1, BO 121-01; FM-LOS-ST-10-6-01E (4.7.2); GMW14359; ISO 2439, 3385, ISO 2439, 48-4; JASO B 408-89 (6.2); JIS K6382 (5.3), JIS K6400; Kia MS200-34 (4.7, 4.8); MS DC-649 (Appendix A), DC69<S> (Table 3); NES M0086 (5); SAE J815; Toyota TS Tech Honda (4-2); TSK 7707G (6.14), TSK 6712G (6.1.2.1); TSM 6716G (4.8.2), TSM 7100G (4.2, 4.3); BSDM 7100 (4.2); Volvo STD 1024.3131 |
| Inverted Bending Test | ASTM D1388 Option A; GMW3390; TSL 2104G (4.9) |
| Leakage Test | WSK-M2D419-A (3.4.8.1); GMW 17650 |
| Linear Dimensions | AS 2282.02-1999; ISO 1923; Volvo STD 1022.2315 |
| Limited Oxygen Index (Flammability) | ASTM D2863; ISO 4589-2; GB/T 2409 |
| Load Height Change (Loss) | ESB M2D221 (3.5.1), ESB M17H93-C1, C2, C3, C4, C5, C6 (3.4.2) |
| Low Temperature, Bending Test Under Constant Load | TSL 5100G (4.29) |

| Test(s): | Test Method(s): |
|----------------------------------|--|
| Low Temperature Load Compression | ESB M2D221 (3.6), ESB M2D243-A (3.3.9), ESB M4D262 (3.5) |
| Mass per Area | ASTM D3776 (Option C), ASTM D5261, ASTM D751; FLTM BN 106-01; ISO 2286-2; GMW3182; SAE J860; Toyota TSL 2104G (4.1), 5100G (4.2); HTSL3616 (6.2.3); BSDL 2603 (5.2), 2104 (4.16) |
| Mildew Resistance | ESB-M2D297-A4 (3.11); FIS 1225; FLTM BO131-03; Ford WSS-M99-P32-A (3.15), WSS-M99P32 E1 (3.7.1), WSS-M99P32 E6 (3.6.1), WSS-M99P32 F1, 2, 3, 4,5 (3.3.4), WSS-M15P27F (3.10), WSS-M8P30-A1 (3.8), WSS-M99P48-B1-B3, WSS-M15P32-D (3.4.4); TM 6001 (3.6.3.27); TM 4001(3.4.22); GMW3259 |
| Moisture Uptake | GMW14777; Ford WSS-M99P32-E1 (3.8.6), Ford WSS-M99P32- E6 (3.7.6), WSS-M2D491-A1 (3.5.14), WSS-M99P-32A (3.9),WSS-M99P-B (3.7), -C (3.11); WSS-M99P-F2/F3/F4/F5 (3.3.5) |
| Odor | ESB-M2D221 (3.8), ESB-M4D262 (3.7); ESX 62101, ESX 32102, ESX 83220, ESX 83218; FIS 1225; FLTM BO 131-01, FLTM BO 131-03; FM-LOS-ST-10-6-01E (4.7.8); GMW3205; Honda 7426Z-S3V-A000 (4.4.9), 8330Z-SDCA-A000 (4.2.10); LP-463KC-09-01; MS DC634-B5, MS 300-34; MES CF 055B; NSC STD 2.16.1; SAE J1351; Toyota TS 202731; TSM 0505G; BSDM 0505; HTSM 0505G; PV3900; VDA 270 |
| Open Cell Content | ASTM D6226 |
| Pinch Fold | LP-463KB-28-01 Method C |
| Recoverability | MS DC600 (Table 3.9) |
| Recovery Time | ASTM D3574 (M) |
| Resistance to Blocking | GMW14132 |
| Resistance to Heat | Chrysler LP-463LB-13-01 |
| Resistance to Cold Cracking | GMW14127; SAE J323 (A) |

| Test(s): | Test Method(s): |
|--|---|
| Resistance to Deterioration | ESB M2D221-A, B, C (3.5), ESB M4D113-C (3.4), ESB M4D262-C (3.4); FLTM BO 12-1 |
| Resistance to Humidity Hot and Cold Cycling | Chrysler LP-463LB-12-01; GMW15725 (4.3); ISO 6270-2; TSF7754G (5.19) |
| Resistance to Steaming | Chrysler LP-463KC-15-01 |
| Sag | GMW16190, GMW14838; Honda 8320Z-SDA-0000 (6.18), Honda 8320Z-S84-0000 (5.22), Honda 7060Z-SDN-A00 (5.12) |
| Shear Creep Test | TSK 6712G (6.3.8) (6.3.3); Honda 7060Z-SDN-A000 (5-6) |
| Shrinkage | FLTM BN 105-01; SAE J883; GMW4217, GMW14122 (3.2.6); TSL 2100G (4.4), TSL 5100 (4.15) (4.16); HES D6506-00 (5.12); Honda 7426Z-S3V-A000 (4.2.6) |
| Solvent Resistance | AS 2282.13; ESB M2D221-A, B, C (3.11), ESB M2D221-D (3.10), ESB M2D243-A (3.3.13), ESB M4D113 (3.10), ESB M4D262-C (3.10), ESB M17H93 (3.4.7), ESB MS-AY 309, 310; NSC STD 2.16.1; TS 202731 (3.8.14); TMS 6501 (4.3.9) |
| Shore Hardness Type A, D, 000 | ASTM D2240 |
| Staining | ASTM D925 (A); GMW14444 (4.4.7); MS200-34, MS-DC649(Appendix A), MS-DC69(Appendix A), MS-AY320 Appendix A; NSC STD 2.16.1; PF 10696 Table 7; Toyota TSK 7707G (6.4), TSK 6712G (6.17); TSM 7100G (4.14); BSDM 7100 (4.14); VW Staining PV 3937; WSS M15P20-B1/B2 (3.3.13); Fiat 9.03163 (2.17) |
| Staining of Polycarbonate | Honda 7426Z-S3V-A000 (4.3.5) |
| Stress Relaxation Test | TSM 7100G (4.4); BSDM 7100 (4.4) |
| Stretch and Set | GMW3211; HES D6506-00 (5.5); SAE J855; Toyota TSL 2104G (4.6), TSL 2105G (4.2), TSL 5100G (4.26) |

| Test(s): | Test Method(s): |
|----------------------|--|
| Tear Resistance | AS 2282.7; ASTM D624 (Die C), ASTM D1004, ASTM D2261, ASTM D3574 (F), ASTM D4533, ASTM D5587, DIN 53356 A; ESX-83218 (4.3); GMW3326; HES D6506-00 (5.6); Hyundai MS-200-34 (4.3); ISO 34-1, ISO 8067, ISO 13937-2; ISO 4674-1 JASO B 408-89 (6.6); JIS K6301, K6400; NES M0086 (12); NHK00-045A Renault D41 1048; Toyota TS Tech Honda (4-5); TSK 7707G (6.3); TSL 2105G (4.3), TSL 2106G (4.2, 4.3); TSL 5100G (4.4.2); TSM 7100G (4.6), TSM 5743G (7.2.3); BSDM 7100 (4.6); BSDL 2603 (5.8); Volvo STD 1024.3721 |
| Tensile / Elongation | AS 2282.6; ASTM D412, ASTM D1623, ASTM D3574 (E), ASTM D5034, ASTM D5035, ASTM D638, ASTM D882, ASTM D751 (11-17); BS 4443-1-3A; DIN 53571 A2; ESX-83218 (4.2); GMW3010; HES D6506-00 (5.4), HES 832-0Z-SW5-9000 (5.4); Honda 98M-8320Z-S84-0000 (5.3), Honda 83308-SDCA-A000; Hyundai MS-200-34 (4.2); ISO 527-1, -2 (<i>except 5.1.5</i>), ISO 1798, ISO 1926, ISO 3342, ISO 1421; JASO B 408-89 (6.5); JIS K6251, JIS K6301 (3), JIS K6400 (10); LP-463KP-02-01; NES M0086 (6); NHK 00-045A Renault D41 1029; Toyota TS Tech Honda (4-4); TSK 7707G (6.2), TSK 6712G (6.1.3); TSL 2105G (4.1), TSL 2106G (4.1), TSL 5100G (4.3.2), TSL 3608(4.6); TSM 7100G (4.5), TSM 5743G (7.2.4); BSDL 2603 (5.5) (5.7); BSDM 7100 (4.5); Volvo STD 1024.2115 |
| Thermal Conductivity | ASTM C518 |

| Test(s): | Test Method(s): |
|--------------------------------|--|
| Thickness | ASTM D1777, ASTM D1813, ASTM D5199, ASTM D5736; GMW14777; ISO 5084, ISO 1923, ISO 2589; SAE J882; TSL 2100G; TSL 2104G, TSL 5100G (6.4) |
| Water Absorption | ASTM C272, ASTM D570, ASTM D1056 (43-49), ASTM D1016, Methods A and B GMW14102, GMW14777; Honda 7060Z-SDN-A000 (5-7), Honda 8320Z-SDA-000 (6-7); ISO 6916-2 (Annex E); MS DC600 (Table 3.11); NES M0086; SAE J315 (12); Toyota TSK 7707G (6.7); TSK 6712G (6.1.6); BSDL 2603 (5.4); TSL 3608(4.12) |
| Wet Heat Aging Compression Set | ASTM D3574 (L); ESX-83218 (4.9); JIS K6400; ISO 13362; MÊS MN210 (5.10), MS 200-34 (4.9.3) NES M0086; NHK 00-045A Renault 41 1637; Toyota TS Tech Honda (4-8-2); TSK 6712G (6.1.5 [2]); TSM 7100G (4.8.2); BSDM 7100 (4.8.2); TIS 01208-00L92 (2.3) |
| Water Wicking | 9.03160 (2.16); SAE J913 (3.2 a,b,c); TSL 3608G (4.5) |
| Wet Aged CFD Loss | ASTM D3574 (L, C) |
| VOC/SVOC | GMW15634, 8081; VDA 278; DBL 8585; ISO12219-1, ISO 12219-2, ISO 16000-6; PSA 10 5495; STD 429-0003; PV3341; FLMT BZ 157-01; VDA227; TSM 0508G; HES0094Z-SNA-0000 MES CF 080; NES M 0402; TP-0000912; TM-4001 RTS-1745; RDS 00260 |

| Test(s): | Test Method(s): |
|-----------------------------|---|
| Aldehyde & Ketone Emissions | GMW15635; FLTM BZ 156-01; PV3925; PB VWL 709; VDA275; ISO 12219-2, 16000-3; STD 429-0002; BMW AA-0061 |

¹ NOTE: This laboratory's scope contains withdrawn or superseded methods. As a clarifier, this indicates that the applicable method itself has been withdrawn or is now considered "historical" and not that the laboratory's accreditation for the method has been withdrawn.

The laboratory is only accredited for the test methods listed above. The accredited test methods are used in determining compliance with the material specifications listed below. The inclusion of these material specifications on this Scope does not confer laboratory accreditation to the material specifications nor does it confer accreditation for the method(s) embedded within the specifications.

ASTM D3887, Section 9
MS-DB 50, Sections 18, 19
WSS-M99-P32



Accredited Laboratory

A2LA has accredited

P3T LAB – POLYURETHANE PHYSICAL PROPERTY TESTING LABORATORY

Woodbridge, Ontario, Canada

for technical competence in the field of

Mechanical Testing

This laboratory is accredited in accordance with the recognized International Standard ISO/IEC 17025:2017 *General requirements for the competence of testing and calibration laboratories*. This accreditation demonstrates technical competence for a defined scope and the operation of a laboratory quality management system (refer to joint ISO-ILAC-IAF Communiqué dated April 2017).



Presented this 6th day of March 2023.

A blue ink signature of Trace McInturff, written in a cursive style.

Mr. Trace McInturff, Vice President, Accreditation Services
For the Accreditation Council
Certificate Number 2050.01
Valid to March 31, 2025

For the tests to which this accreditation applies, please refer to the laboratory's Mechanical Scope of Accreditation.